FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2000-16

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Airworthiness Programs Branch, AFS-610
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information

Biweekly 2000-01

99-27-02		Cessna	170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, +
99-27-12	S 99-26-13	Agusta	Rotorcraft: A109A and A109A II

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98-19-15 R1	R 98-19-15	Fairchild	SA226-T, SA226-T(B), SA226-AT, SA226-TC +
99-26-04		Kaman	Rotorcraft: K-1200
2000-01-06		Rolladen	Glider: LS6-c Sailplane
2000-01-09		General Electric	Engine: CJ610, CF700
2000-01-10	S 98-08-07	Pilatus	PC-7
2000-01-11	S 99-17-07	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, C-1
2000-01-16	S 75-23-08 R5	Cessna	T310P, T310Q, T310R, 320, 320A, 320B, 320C, 320D +
2000-01-19		Eurocopter Deutschland	Rotorcraft: EC 135 P1, EC 135 T1
2000-02-12	E	Bell	Rotorcraft: 407

Biweekly 2000-03

2000-02-09		Agusta	Rotorcraft: AB412
2000-02-14	S 98-13-10	Cessna	182S
2000-02-16		Short Brothers	SC-7 Series 2 and SC-7 Series 3
2000-02-32	S 98-12-21	Eurocopter France	Rotorcraft: SA.315B

Biweekly 2000-04

99-25-08		MD Helicopters	Rotorcraft: 500N
2000-02-12		Bell	Rotorcraft: 407
2000-02-15		Raytheon	65-90, 65-A90, B90, and C90
2000-02-25		Mitsubishi	MU-2B Series
2000-02-26		Harbin	Y12 IV
2000-02-27		Empresa	EMB-110P1 and EMB-110P2
2000-02-28		Aerospace Technologies	N22B and N24A
2000-02-29		Socata	TBM 700
2000-02-30		Twin Commander	600 Series
2000-02-31		Pilatus	PC-12 and PC-12/45
2000-03-06		Eurocopter France	Rotorcraft: SE 3130, SA 3180, SE 313B, SA 318B, +
2000-03-17	S 97-23-01	Fairchild	SA226 and SA227 Series
2000-03-18		Partenavia	AP68TP 300 “Sartacus” and AP68TP 600 “Viator”
2000-03-19		Industrie Aeronautiche	Piaggio P-180
2000-04-01		Cessna	172R, 172S, 182S, 206H, and T206H
2000-04-10		Hoffmann	Propeller: HO27( ) and HO4/27 Series
2000-04-12		Cameron	Appliance: Titanium Propane Cylinders

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98-21-21	R1	Bob Fields Aerocessories	Appliance: Electric inflatable door seals
2000-03-09		Cessna	560 Series
2000-04-16		Alexander Schleicher	ASH 25M and ASH 26E sailplanes
2000-04-26		Alexander Schleicher	ASW-27 sailplanes
2000-05-11		Eurocopter France	Rotorcraft: SA.315B, SA.316B, SA.316C, SA 318B, +

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information

Biweekly 2000-06

2000-04-20		Bell	Rotorcraft: 407
2000-04-21		MD Helicopters	Rotorcraft: MD600N
2000-04-24		Honeywell (AlliedSignal)	Appliance: Auxiliary Power Units
2000-04-25		Bell	Rotorcraft: 407
2000-05-15		Eurocopter France	Rotorcraft: AS355N
2000-05-16		Sikorsky	Rotorcraft: S-61
2000-05-17	S 99-19-23	Eurocopter France	Rotorcraft: EC 120B
2000-05-23		Ayres	S-2R, S2R-G1, S2R-G5, S2R-G6, S2R-G10, S2R-R3S +
2000-05-24		Honeywell International	Appliance: KAP 140 or KFC 225 autopilot system
2000-06-01		Cessna	150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, +
2000-06-02		Dornier	228-100, 228-101, 228-200, 228-201, 228-202, +
2000-06-03		Bombardier	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300
2000-06-04		Fairchild	SA226-T, SA226-AT, SA226-T(B), SA227-AT, +
2000-06-06		The New Piper	PA-31, PA-31-300, PA-31-325, PA-31-350, PA-31P, +

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2000-06-05		Eurocopter France	Rotorcraft: SA330F, SA330G, SA330J, AS332C, +
2000-06-07		Eurocopter Deutschland	Rotorcraft: MBB-BK 117
2000-07-03		Robinson Helicopter	Rotorcraft: R44

Biweekly 2000-08

2000-04-15		Bell Helicopter	222, 222B, 222U, and 230
99-23-22 R2	Rescission	Transport Category Airplanes	Appliance: Mode “C” Transponder
2000-06-09		Turbomeca	Engine: Arrius 1A Series Turboshaft
2000-06-11		Turbomeca	Engine: Makila 1A and 1A1 Turboshaft
2000-06-12		Turbomeca	Engine: Artouste III B-B1-D Series Turboshaft
2000-07-27		Transport Category Airplanes	Appliance: Honeywell Air Data Inertial Reference Unit
2000-08-02		Agusta	Rotorcraft: A109A, A109AII, and A109C
2000-08-09		Robinson Helicopter	Rotorcraft: R22

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86-15-10	R2	Eurocopter France	Rotorcraft: AS-350B, BA, B1, B2, C, D, and D1, +
95-19-04 R1	Rescission	Learjet	35, 35A, 36, 36A, 55, 55B, and 55C
2000-06-10		Bell Helicopter	Rotorcraft: 407
2000-08-04		Robinson Helicopter	Rotorcraft: R44
2000-08-06		Eurocopter France	Rotorcraft: SA-366G1
2000-08-05	S 99-02-09	Agusta SpA	Rotorcraft: A109C and A109K2
2000-08-16		Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2000-08-22		MD Helicopters Inc.	Rotorcraft: 369D, 369E, and 500N, 600N
2000-08-51	E	Teledyne Continental	Engine: IO-360, TSIO-360, LTSIO-360, O-470, IO-470, +
2000-08-52	E, S 98-24-15	Bell Helicopter	Rotorcraft: 204B, 205A, 205A-1, 205B, and 212
2000-08-53	E, S 89-17-03	Bell Helicopter	Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, +

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2000-09-06		Maule Aerospace	MX-7-160C, M-7-260C, M-7-420AC, MX-7-180C, +
2000-09-15		Mitsubishi Heavy Industries	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, +
2000-10-06		MD Helicopters Inc	Rotorcraft: MD900
2000-10-07		Eurocopter Deutschland	Rotorcraft: EC 135
2000-10-08		Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, and SA-366G1

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

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Biweekly 2000-11

99-15-04 R1	R1	The New Piper Aircraft, Inc.	PA-46-310P and PA-46-350P
2000-10-05		Eurocopter France	Rotorcraft: SE.3160, SA.316B, SA.316C, SA.319B, +
2000-10-08	COR	Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, and SA-366G1
2000-10-09		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, D, And AS355E, +,
2000-10-10	S 98-14-01	Eurocopter France	Rotorcraft:AS-350B, BA, B1, B2, and D, AS-355E, F, +,
2000-10-13		Eurocopter France	Rotorcraft: SA-365N, SA-365N1, AS-365N2, +
2000-10-14		Bell Helicopter Textron	Rotorcraft: 222, 222B, 222U, and 230
2000-10-22		Revo, Incorporated	Lake LA-4, Lake LA-4A, Lake LA-4P, Lake LA-4-200, +
2000-11-52	E	Sikorsky Aircraft Corp.	Rotorcraft: S-76 Series

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2000-11-04		Commander Aircraft	114TC
2000-11-05		Air Tractor Incorporated	AT-301, AT-401, and AT-501
2000-11-14		Pilatus Aircraft Ltd.	PC-12 AND PC-12/45
2000-11-16	S 97-17-03	Ayres Corporation	S-2R, S2R-R1820, S2R-T34, SR2-T15, S2R-G1, +
2000-11-17	S 98-10-04	Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, and SA-366G1
2000-11-18	S 99-21-24	Eurocopter France	Rotorcraft: SA-365C, C1, C2, and N1, AS-365N2 and +
2000-11-51	E	Teledyne Continental Motors	Engine: (TCM) O-300 Series, IO-360 Series, +
2000-12-03		Eurocopter France	Rotorcraft: AS332L2

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2000-12-09		Sikorsky Aircraft	Rotorcraft: S-76A

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99-05-13	Withdrawal	Raytheon Aircraft	17, 18, 19, 23, 24, 33, 35, 36/A36, A36TC/B36TC, 45, 50, +
2000-13-06	S 2000-05-16	Sikorsky Aircraft	Rotorcraft: S-61
2000-13-08	S 98-15-25	Eurocopter Deutschland	Rotorcraft: EC 135
2000-14-08		New Piper Aircraft	PA-42, PA-42-720, PA-42-720R, and PA-42-1000
2000-14-51	E	Air Tractor	AT-501, AT-502, and AT-502A

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2000-09-15	R1	Mitsubishi Heavy Industries	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, +
2000-14-14		BFGoodrich	Appliance: Main brake assemblies
2000-14-16	S 99-06-15	Bell Helicopter	Rotorcraft: 407
2000-15-03		Stemme GMBH	Glider: S10-V and S10-VT
2000-15-52	E, S 2000-08-52	Bell Helicopter	Rotorcraft: 204B, 205A, 205A-1, 205B, and 212

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2000-14-51		Air Tractor Incorporated	AT-501, AT-502, AT-502A
2000-15-09		AlliedSignal	Engine: TFE731-2, -3, -4, and –5 Series
2000-15-10		McCauley Propeller Systems	Propeller: 4HFR34C653/L106FA-0 and +
2000-15-21		Bell Helicopter	Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, +
2000-16-51	E	Wytwornia Sprzetu	PZL-104 Wilga 80
2000-16-52	E	Eurocopter France	Rotorcraft: AS350B3

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AIR TRACTOR INCORPORATED
AIRWORTHINESS DIRECTIVE
FINAL RULE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-14-51 AIR TRACTOR INCORPORATED: Amendment 39-11837; Docket No. 2000-CE-40-AD.

(a) **What airplanes are affected by this AD?** This AD applies to the following Air Tractor airplane models and serial numbers:

Model	Serial Numbers
AT-501	501-002 through 501-0060 that have been converted to turboprop power.
AT-502	502-003 through 502-0061, except those that have been upgraded to the 8,000-pound gross weight configuration through the incorporation of Snow Engineering Co. Service Letter #80J.
AT-502A	All serial numbers.

(b) **Who must comply with this AD?** Anyone who wishes to operate any of the above airplanes on the U.S. Register must comply with this AD.

(c) **What problem does this AD address?** This AD is intended to detect and correct fatigue cracks in the wing lower spar cap, which could result in an in-flight separation of the wing from the airplane.

(d) **What actions must I accomplish to address this problem?** To address this problem, you must accomplish the following:

Action	When	Procedures
(1) Initial Inspection: Visually inspect the wing lower spar cap at the wing center splice connection for cracks.	At whichever of the following that is applicable: (i) For the Models AT-501 and AT-502 airplanes: Upon accumulating 4,000 hours time-in-service (TIS) on each wing or within the next 10 hours TIS after the effective date of this AD, whichever occurs later; or (ii) For the Model AT-502A airplanes: Upon accumulating 3,000 hours TIS on each wing or within the next 10 hours TIS after the effective date of this AD, whichever occurs later.	Accomplish this inspection in accordance with the INSPECTION REQUIREMENTS section of Snow Engineering Co. Service Letter #197, dated June 13, 2000.

Action	When	Procedures
(2) Repetitive Inspections: Inspect using visual or ultrasonic methods the wing lower spar cap at the center splice connection for cracks.	For all affected airplanes, accomplish the repetitive inspections as follows: (i) Visually: Within 50 hours TIS after the initial inspection and thereafter at intervals not to exceed 50 hours TIS; or (ii) Using ultrasonic methods: Within 400 hours TIS after the initial inspection and thereafter at intervals not to exceed 400 hours TIS.	Accomplish these inspections in accordance with the INSPECTION REQUIREMENTS section of Snow Engineering Co. Service Letter #197, dated June 13, 2000.
(3) Replace or modify any cracked wing lower spar cap, as specified in the service information.	Prior to further flight after the inspection where the crack is found.	Accomplish the replacement and modification as follows: (i) Replacement: Remove the wing with the cracked lower spar cap and return to Air Tractor for spar cap replacement. Immediately notify Air Tractor that you are sending the wing if the cracked spar cap can not be modified. (ii) Modification: In accordance with the TERMINATING ACTION section of Snow Engineering Co. Service Letter #197, dated June 13, 2000.
(4) Modifying each lower spar cap is considered terminating action for the repetitive inspection requirement. This modification can only be accomplished if the lower spar caps are inspected before the modification is incorporated and: (i) no cracks are found; or (ii) any crack found can be removed by drilling the hole to the next larger size.	This terminating action may be accomplished at any time provided the lower spar caps are not cracked.	Accomplish in accordance with the TERMINATING ACTION section of Snow Engineering Co. Service Letter #197, dated June 13, 2000.

(e) **Can I comply with this AD in any other way?** You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Fort Worth Airplane Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector. The inspector may add comments before sending it to the Manager, Fort Worth ACO.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) **Where can I get information about any already-approved alternative methods of compliance?** Contact Rob Romero, Aerospace Engineer, FAA, Fort Worth ACO, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5102; facsimile: (817) 222-5960.

(g) **What if I need to fly the airplane to another location to comply with this AD?** The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD provided you comply with the following:

(1) The hopper is empty;

(2) Vne is reduced to 138 miles per hour (mph) (120 knots) indicated airspeed (IAS); and

(3) Flight into known turbulence is prohibited.

(h) **Are any service bulletins incorporated into this AD by reference?** Actions required by this AD must be done in accordance with Snow Engineering Co. Service Letter #197, dated June 13, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies of this document from Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374. You may look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) **When does this AD become effective?** This AD becomes effective August 4, 2000, to all affected persons who did not receive emergency AD 2000-14-51, issued July 3, 2000. Emergency AD 2000-14-51 contained the requirements of this amendment and became effective immediately upon receipt.

FOR FURTHER INFORMATION CONTACT:
Rob Romero, Aerospace Engineer, FAA, Fort Worth ACO, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5102; facsimile: (817) 222-5960.

Issued in Kansas City, Missouri, on July 20, 2000.
Marvin R. Nuss, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

BW 2000-16

ALLIEDSIGNAL INC.
AIRWORTHINESS DIRECTIVES
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-15-09 Honeywell International Inc.: Amendment 39-11841. Docket 99-NE-10-AD.

Applicability

Honeywell International Inc. (formerly AlliedSignal Inc. and Garrett Turbine Engine Company) TFE731-2, -3, -4, and -5 series turbofan engines with high pressure compressor (HPC) impeller part numbers (P/Ns) 3073393-1, 3073394-1, 3073433-1, 3073434-1, 3073398-All (All denotes all dash numbers), 3073435-All, and 3075171-All, installed on, but not limited to, Avions Marcel Dassault-Breguet Aviation (AMD/BA) Falcon 10, Dassault-Aviation Mystere-Falcon 50, and 900 series airplanes; Dassault Aviation Mystere-Falcon 20 series airplanes; Learjet Inc. Models 31, 35, 36, and 55 series airplanes; Lockheed-Georgia Corporation 1329-23 and -25 series airplanes; Israel Aircraft Industries Ltd. 1124 series and 1125 Westwind series airplanes; Cessna Aircraft Co. Model 650 Citation III, VI, and VII series airplanes; Raytheon Aircraft Co. HS-125 series airplanes; and Sabreliner Corporation NA-265-65 airplanes.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Required as indicated, unless accomplished previously.

To prevent failure of the HPC impeller due to fatigue cracking, accomplish the following:

Initial Inspection

(a) Remove and inspect the applicable HPC impeller in accordance with Section 2.A. of the Accomplishment Instructions of AlliedSignal Inc. Alert Service Bulletin (ASB) TFE731-A72-3641, Revision 1, dated October 20, 1999, or ASB TFE731-A72-3641 dated November 24, 1998, and, if necessary, replace the impeller with a serviceable impeller at the earlier of the following:

(1) At the next core zone inspection (CZI) after the effective date of this AD; or

(2) At the next access to the HPC module after the effective date of this AD.

Repetitive Inspection

(b) Thereafter, remove and inspect the applicable HPC impeller in accordance with Section 2.A. of the Accomplishment Instructions of ASB TFE731-A72-3641, dated November 24, 1998, or ASB TFE731-A72-3641, Revision 1, dated October 20, 1999, and, if necessary, replace the impeller with a serviceable impeller, whenever either of the following conditions are met:

(1) At every CZI; or

(2) At access to the HPC module if the impeller has accumulated more than 1,000 cycles since the last Eddy Current Inspection (ECI).

Definitions

(c) This AD defines access to the HPC module as whenever the low pressure compressor case is removed from the compressor interstage diffuser.

(d) For the purposes of this AD, a serviceable impeller is defined as an impeller that complies with all applicable visual, dimensional, and fluorescent penetrant inspections requirements for the level of maintenance being accomplished, as contained in the Heavy Maintenance Manual, and is either an impeller with fewer than 1000 engine operation cycles since new or an impeller with fewer than 1000 engine operation cycles since last ECI.

Alternative Method of Compliance

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (LAACO). Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, LAACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the LAACO.

Special Flight Permits

(f) Special flight permits may be issued in accordance with §§21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Documents Incorporated by Reference

(g) The actions required by this AD shall be done in accordance with the following AlliedSignal Inc. Alert Service Bulletins:

Document No.	Pages	Revision	Date
TFE731-A72-3641	10	Original	November 24, 1998
Total pages: 10			
TFE731-A72-3641	12	1	October 20, 1999
Total pages: 12			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Honeywell Engines and Systems (formerly AlliedSignal) Technical Publications and Distribution, M/S 2101-201, P.O. Box 52170, Phoenix, AZ 85072-2170; telephone: (602) 365-2493 (General Aviation), (602) 365-5535 (Commercial), fax: (602) 365-5577 (General Aviation), (602) 365-2832 (Commercial). Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

Effective Date

(h) This amendment becomes effective on October 10, 2000.

FOR FURTHER INFORMATION CONTACT: Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone: (562) 627-5246, fax: (562) 627-5210.

Issued in Burlington, Massachusetts, on July 10, 1999.
David A. Downey Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service

BW 2000-16

MCCAULEY PROPELLER SYSTEMS
PROPELLER
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-15-10 McCauley Propeller Systems: Amendment 39-11842: Docket 2000-NE-17-AD.

Applicability: McCauley Propeller Systems 4HFR34C653/L106FA-0 model propellers that are installed on Jetstream series 3200 airplanes; and 4HFR34C653/L106FA-0 model propellers installed on Ayres S2R-G5 and S2R-G10 airplanes, if the propeller was previously installed on Jetstream Series 3200 airplanes, or if the installation history of the propeller is unknown.

Note 1: This airworthiness directive (AD) applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Compliance with the requirements of this AD is required within 200 flight hours after the effective date of this AD or within 30 days after the effective date of this AD, whichever occurs earlier, and, thereafter, every 600 flight hours after the last inspection.

To prevent failure of the propeller blade, which can result in loss of control of the airplane, perform EITHER of the following inspections:

Eddy Current Inspection

(a) Do initial and repetitive eddy current inspections of the camber side of the propeller blade in accordance with McCauley Propeller Systems Alert Service Bulletin (ASB) 234 as follows:

(1) Inspect in accordance with Section I, Eddy Current Inspection, paragraph 1.a. through Section I, Part I, paragraph l.

(2) Evaluate suspect indications in accordance with Section I, Part II, Evaluation of Suspect Indications, paragraph a. through paragraph g.

Dye Penetrant Inspection

(b) Or, remove the propeller, and perform initial and repetitive dye penetrant inspections of the camber side of the propeller blade in accordance with ASB 234, Section II, Dye Penetrant Inspection, paragraph a. through paragraph f.

Personnel Requirements

(c) Individuals performing inspections defined in paragraph (a) and paragraph (b) of this AD must have a specialized rating in the applicable inspection method. Personnel must be qualified and certified to the minimum recommended requirements of "Level II" as described in Aerospace Industries Standard -NAS 410 or the equivalent national or international standard.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office (CHIACO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, CHIACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the CHIACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The inspection must be done in accordance with McCauley Alert Service Bulletin 234, dated May 1, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McCauley Propeller Systems, A Textron Company, 3535 McCauley Drive, Vandella, Ohio 45377. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Effective Date of this AD

(g) This amendment becomes effective on August 23, 2000.

FOR FURTHER INFORMATION CONTACT: Timothy Smyth, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 E. Devon Ave., Des Plaines, IL 60018; telephone 847-294-7132, fax 847-294-7834.

Issued in Burlington, Massachusetts, on July 28, 2000.
David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

BW 2000-16

BELL HELICOPTER
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-15-21 FIREFLY AVIATION HELICOPTER SERVICES (PREVIOUSLY ERICKSON AIR CRANE CO.); GARLICK HELICOPTERS, INC.; HAWKINS AND POWERS AVIATION, INC.; INTERNATIONAL HELICOPTERS, INC.; TAMARACK HELICOPTERS, INC. (PREVIOUSLY RANGER HELICOPTER SERVICES, INC.); ROBINSON AIR CRANE, INC.; WILLIAMS HELICOPTER CORPORATION (PREVIOUSLY SCOTT PAPER CO.); SMITH HELICOPTERS; SOUTHERN HELICOPTER, INC.; SOUTHWEST FLORIDA AVIATION; ARROW FALCON (PREVIOUSLY UTAH STATE UNIVERSITY); WESTERN INTERNATIONAL AVIATION, INC.; and U.S. HELICOPTER, INC.: Amendment 39-11854. Docket No. 2000-SW-01-AD.

Applicability: Bell Helicopter Textron Inc.-manufactured Model HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P; and Southwest Florida Aviation SW204, SW204HP, SW205, and SW205A-1 helicopters with a main rotor mast (mast) assembly, part number (P/N) 205-011-450-001 or –005, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within 25 hours time-in-service, unless accomplished previously.

To prevent fatigue failure of the mast and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove any mast assembly, part number (P/N) 204-011-450-001 or -005, from service. Replace with an airworthy mast assembly. Neither mast, P/N 204-011-450-001 nor 204-011-450-005, are eligible for installation on any affected helicopter.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective August 24, 2000.

FOR FURTHER INFORMATION CONTACT: Michael Kohner, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76193-0170, telephone (817) 222-5447, fax (817) 222-5783.

Issued in Fort Worth, Texas, on August 1, 2000.
Henry A. Armstrong, Manager, Rotorcraft Directorate, Aircraft Certification Service.

BW 2000-16

WYTWRNIA SPRZETU KOMUNIKACYJNEGO (PLZ “WARSZAWA-OKECIE)
AIRWORTHINESS DIRECTIVES
EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-16-51 WYTWORNIA SPRZETU KOMUNIKACYJNEGO (PZL "Warszawa-Okecie"): Docket No. 2000-CE-52-AD.

(a) **What airplanes are affected by this AD?** This AD applies to any Model PZL-104 Wilga 80 airplane that:

(1) incorporates a serial number in the range of "up to and including CF 21950963";
(2) incorporates a PZL "Warszawa-Okecie" part number (P/N) CE360050 front tailplane to fuselage joint (or FAA-approved equivalent part number); and
(3) is certificated in any category.

(b) **When does this AD become effective?** This amendment becomes effective immediately upon receipt.

(c) **Who must comply with this AD?** Anyone who wishes to operate any of the above airplanes on the U.S. Register must comply with this AD.

(d) **What problem does this AD address?** This AD is intended to prevent failure of the front tailplane to fuselage joint connector, which could result in loss of control of the airplane if the tailplane and fuselage become disconnected during flight.

(e) **What actions must I accomplish to address this problem?** To address this problem, you must accomplish the following:

Action	When	Procedures
(1) Replace the front tailplane to fuselage joint connector and bushing with the following: (i) a PZL "Warszawa-Okecie" P/N CE360071 front tailplane to fuselage joint connector; and (ii) a PZL "Warszawa-Okecie" P/N CE360072 front tailplane to fuselage joint connector bushing.	Prior to further flight after receipt of this emergency AD.	Accomplish this replacement in accordance with the procedures in PZL "Warszawa-Okecie" Mandatory Service Bulletin No. 10400030, dated June 26, 2000.
(2) Repetitively replace the parts specified in paragraph (e)(i) and (e)(ii) of this AD.	Within 650 hours time-in-service (TIS) after installing these parts and thereafter at intervals not to exceed 650 hours TIS.	Accomplish these replacements in accordance with the procedures in PZL "Warszawa-Okecie" Mandatory Service Bulletin No. 10400030, dated June 26, 2000.
(3) Do not install a PZL "Warszawa-Okecie" P/N CE360050 front tailplane to fuselage joint without accomplishing the replacements in paragraph (e)(1) of this AD.	Upon receipt of this emergency AD.	Not applicable.

(f) **Can I comply with this AD in any other way?** You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Small Airplane Directorate approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. You should include in the request an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) **Where can I get information about any already-approved alternative methods of compliance?** You can contact Mr. Roman T. Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4141; facsimile: (816) 329-4090.

(h) **How do I get copies of the documents referenced in this AD?** You may obtain copies of the documents referenced in this AD from Wytwornia Sprzetu Komunikacyjnego, PZL Warzawa-Okecie, AL. Krakowska 110/114, 00-973 Warsaw, Poland. You may also obtain these documents by contacting the individual listed in paragraph (g) of this AD. You may examine this information at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

Note: The subject of this AD is addressed in Polish AD No. SP-0064-200A, dated June 27, 2000.

Issued in Kansas City, Missouri, on August 2, 2000.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

BW 2000-16

EUROCOPTER FRANCE
AIRWORTHINESS DIRECTIVES
EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-16-52 EUROCOPTER FRANCE: Docket No. 2000-SW-39-AD.

Applicability: Model AS350B3 helicopters with tail rotor drive shaft forward fairing (fairing), part number 350A23-0032-09, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent in-flight loss of a fairing heat shield, impact with tail or main rotor blades, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before the first flight of each day, visually inspect the fairing at the left and right side heat shield attachment areas (three on each side) for a crack. If a crack is found, replace the fairing with an airworthy fairing before further flight.

(b) Within 50 hours time-in-service (TIS) and thereafter at intervals not to exceed 50 hours TIS, remove the fairing and inspect the left, right, and top heat shield attachment areas (three on each side and three on top) for a crack. If a crack is found, replace the fairing with an airworthy fairing before further flight.

NOTE 2: Eurocopter Service Telex No. 05.00.35, undated, pertains to the subject of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(d) Special flight permits will not be issued.

(e) **Emergency AD 2000-16-52, issued August 11, 2000, becomes effective upon receipt.**

NOTE 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD T2000-340-080(A), dated July 31, 2000.

FOR FURTHER INFORMATION CONTACT: Jim Grigg, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5490, fax (817) 222-5961

Issued in Fort Worth, Texas, on August 11, 2000.
Henry A. Armstrong, Manager, Rotorcraft Directorate, Aircraft Certification Service.